PICTORIAL POPULARITY.

From the Pall Mall Gazette.

The passion for pictorial illustration of literary works seems to characterize two very different epochs in the mental education of a community. As children love to have the text of what they read accompanied with explanatory pictures, so do the reading public generally in those early stages of cultivation which, in a community, answer to childhood in man. Letter-press, accompanied with rude wood-cuts, constituted the common method of introducing works of narrative, historical or fictitious, to circulation for the first century or so after the discovery of printing. And an age of advanced intellectual refinement seems now to be resorting to the lavish use of similar decorations once again. We want our literature spiced with the additional condiments of art, not because, like our ancestors, we are so imperfectly educated as to call in the eye to aid the perception of the intellect, but because our interest in common reading has grown dull, partly from over-indulgence, and partly from the over-supply and consequent badness of literary material. Pictures, however roughly executed, feed the mind agreeably on the whole as a relief from trashy and superficial writing. And thus illustrated travels, histories, newspapers, and the like, of cheap and flimsy material doubtless, but still showing a considerable advance in art beyond those of a generation ago, are the order of the day, not excepting those latest and too often unattractive creations of public taste, the monthly wood-cuts which accompany the serial romances of our magazines.

But passing from the ephemeral to the more permanent, these modern fancies may lead one to inquire a little more closely into the connection between art and literature. Why do we find, in all countries and times, that the representations of scenes and incidents taken from some works of general interest are invariably popular, are repeated in thousands of copies, are met with continually in every common collection of prints and adorning the walls of ordinary rooms, while other works not only equally celebrated, but, perhaps, as much read, and deserving it as well, hardly furnish a single specimen to the general repository of popular art? A question which, fully investigated, may lead us a little beyond its own immediate scope into meditation on the true meaning and limits of literary fame.

In order to achieve real pictorial popularity, and to become thoroughly familiar to the minds of the general public, not only through reading but through the eyes, we suspect that a poetical or romantic narrative must possess three distinct qualities, besides the leading one of genius. It must be of a kind to interest, not the cultivated classes only, but mankind in general. Its special qualification must be that of a work of incident, not of sentiment. And its conceptions must be thoroughly genuine and original.

Let us go back to antiquity for our first example. The artistic relics of the classical ages which we possess, notably those of sculpture and of the Pompeian paintings, represent chiefly mythological subjects. Of these a very large proportion indeed is taken from the writings of Homer. His gods, his heroes, in their loves, fights, and adventures, meet us at every turn. Homer was evidently the great pictorial poet of antiquity. The Greek dramatists furnish some subjects to the wall decoration of classical houses also, but comparatively few. Virgil scarcely any. Possibly the "motive" of the Laocoon may be found in his verses; but possibly, also, in some unknown Greek original. There is, we believe, only one Pompeian fresco (Æneas wounded) which seems from internal evidence to represent a scene in the "Æneid." Yet Virgil was extremely popular in his way. His absence from the Pompeian heroes may no doubt be partly accounted for by the fact that Pompeii was a Greek city. But Pompeii had a Latin-reading population too: Roman names prevailed among its citizens, verses from Roman poets are scribbled on its walls. We suspect that the comparative proscription of Virgil was in accordance with the canons which we have laid down: he interested the cultivated classes, not the general public; and his conceptions of incident had no originality, and therefore did not take hold of the fancy as creations.

The world-wide notoriety of Shakespeare is, of course, displayed in the frequency of pictures and prints taken from his plays, as it is in so many other ways. But in regard to him, as to other dramatists, there is so much of the theatrical mingled with the purely imaginative in these representations, that they do not exactly fall within the scope of our present inquiry. Probably it is the case with all of us that when we try to image to ourselves a great Shakespearian character, he appears to us in the likeness of some actor whom we have seen either on the stage or in pictures. But of modern writers of fiction, not dramatists, Cervantes was the first to attain that pictorial popularity of which we are speaking. The Knight of the Rueful Countenance and his philosophic squire have become in this way as familiar to us all as personages whom we have known in the flesh. Even to this day series of prints from "Don Quixote" will be found among the commonest adornments of old parlor and bedroom walls, although more modern subjects have, of course, extensively displaced them. And next, perhaps, to Don Quixote, if not before him, in point of universal demand of this sort, comes our old favorite Robinson Crusoe. The intense truthfulness of De Foe's creation, and its thorough originality, have met in this their appropriate reward. Pursuing our search lower down, we find that scarcely any of our popular poets or novelists of the last century have left any trace of themselves in framed prints which answer to the frescoes of antiquity. Their fame is not parietal, so to speak. Fielding and Smollett were enormously read; but few of us have ever seen a print representing a scene in either, except in illustrated editions or in portfolios. They were too artificial to attain to the honor of wall exhibition. Sterne was somewhat more fortunate, but not to any great extent. This peculiar honor was reserved for one of whom the learned and witty thought far less. Scenes from the "Vicar of Wakefield" are comparatively abundant; and the reason why is evident: that most charming production has what Fielding and Smollett have not—that "touch of nature which makes the whole world kin;" its simplicity, pathos, and originality speak to us on canvas as they do on paper.

The literature of France, during the same period, affords an analogous example. Very few compositions in any language have ever found so many readers as Voltaire's Tales. And well do they deserve it, for their unrivalled union of wit with exquisite style and refined satire. But subjects for popular art are never taken from Voltaire's tales. Rousseau's command over the hearts and feelings of millions was still more powerful than that of Voltaire. But judged by the test which we are just now applying, he is not a bit more popular with the masses. In old-fashioned rooms or bedrooms in France, Switzerland, or Italy, you may sometimes meet with a print representing a lady in the costume of "the period," with shepherdess hat and expansive paniers, rushing down a steep bank into some water. This is Julie jumping into the Lake of Geneva to rescue the drowning child. No other example of Rousseau occurs to us as likely to be met with in a similar situation. But the honors of "hanging," which neither wit nor passionate sentiment could achieve for these two great men, were attained by a contemporary whom it would be profanation to name in the same day with them in point of literary merit. The simple idyllic creation of Bernardin de St. Pierre—his Paul and Virginia—is incomparably better known, as far as art can make it so, than any of the productions of their genius. The charming figures of that pair of youthful lovers, alone with each other in their tropical wilderness, have been reproduced until they have become as familiar to the eyes of most of us as portraits of acquaintances. The slender romance which recounts their adventures may be childish enough, but it combines the three qualities which lead to this kind of success—naturalness, incident, and originality.

Our own times have been prolific in most extensively read works of fiction; and yet it is difficult to point out any author who has realized what we have here called pictorial popularity. Scott has scarcely attained to it, universal favorite as he is; you will find him in illustrations innumerable, but hardly on the tavern or cottage wall. Nor has Dickens, nor Thackeray. One poem only of the present age can we name which has thoroughly entered within the dominion of popular art, and even more so abroad than at home, and that is Byron's "Mazeppa." And one romance may be said to rival it, Dumas' "Monte Christo." Many a time have we noticed, in remote Gasthaus or primitive Locanda, that when the proprietor has been adventurous enough to adorn his best rooms with specimens of taste, he has supplemented his prints of Saints of the Church and reigning sovereigns with a series out of "Mazeppa"—Mazeppa and the wolves, Mazeppa crossing the river, Mazeppa and the wild horses, explained by letter-press in all the common European languages. It is in this instance a just homage to genius of the highest order. The fiery vigor of poetry such as that of "Mazeppa" is a good deal lost on readers nurtured on Tennyson and Browning, but it is over-mastering to less sophisticated minds. And it is most striking from the presence of that quality which we have insisted on as indispensable to similar success—absolute originality. A short paragraph of Voltaire's "Charles the Twelfth" contains the whole "motive" of Mazeppa. All that wonderful succession of scenes, brought before us like a moving panorama, as we accompany the hero in his deadly ride, arose without extrinsic hint or help in the poet's phantasy. And therefore it is that they lend themselves so readily to reproduction by the pencil. And the same is true, of course in a less exalted degree, of the events and personages of Dumas' wild romance which we have indicated as having recently risen to the highest rank in respect of this particular function—that of conveying ideas and emotions to those who derive them, primarily, from pictures and not from study.

Of course we are not instituting any order of literary merit by these remarks. Whether to be a favorite with the many or the few is the truer test of literary genius is a very comprehensive question, and by no means admitting of any general answer. But few can doubt that the tendency of critical judgment in the present day is over-fastidious. Not a single one among our living writers of high mark, except Dickens, is known or relished by the multitude. The fame of most of them has hardly travelled out of a very narrow circle indeed. The time seems to be approaching when literature, Antæus-like, must renovate itself by a vigorous embrace of our mother-earth, or perish of over-refinement.

The Robin.

I have been watching the robins from my veranda, and they have been watching me. What opinion they have formed of me I cannot tell. But I regard them with admiration increasing every year. Sweet as is the note of his cousin, the wood-thrush, I must pronounce the common robin not only his superior, but, on the whole, the finest of Northern singers. I cannot imagine how such praises, out of proportion and extravagant, have been heaped on the wood-thrush. The quality of its note is fine; but it lacks vigor, continuity, and variety. It is refined, sad, and even sorrowful. I should say that the wood-robin had met a great sorrow in early life, and had never got over it. But the common robin is the very emblem of joyous and robust bird manhood. It seeks no seclusion. It sings out of no leafy cell. At morning and at night, from some open tree, it pours out a continuous song, full of tenderness, yet sprightly, ringing, and jubilant. The range of note is very considerable. It is not a soft, breathing song, like the sparrow's (whose quality is second to no other bird's.) The robin gushes. He never tires. He sings by the half hour, and fills all the region around with melody; and when two or three in emulous strife are singing near together, the whole air seems full and overflowing. He shall have strawberries and cherries. The cedar-bird is a thief, in spite of his fine apparel and the jaunty tuft on his head. He eats none of my insects, sings me no song, pays me no visit, until peas and strawberries come; but then, ah! how familiar! He silently hovers in my pea-bush, slits open the tender pods and swallows the contents. Away the painted glutton goes to my cherry trees, and gorges the sweetest and ripest of the fruit. Then to my strawberry bed goes he, and like a very prodigal he wastes more than he eats, returns no thanks, flies away, and no more is heard of him till next year. Not so, that gentleman the robin. He comes early, builds close by you, sings you morning and night his best chorals, digs grubs in your garden, clears worms from your trees, and only asks a mouthful of that fruit in return which he has helped to preserve for you. Let any cat make his will before he concludes to touch my robins.—*Henry Ward Beecher.*

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE CANADAS.

SPRING ARRANGEMENT OF PASSENGER TRAINS, APRIL 12, 1869.

Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATION.

At 7·30 A. M. for Reading and all intermediate stations and Allentown. Returning, leaves Reading at 6·30 P. M.; arrives in Philadelphia at 9·15 P. M.

MORNING EXPRESS.

At 8·15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7·30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8·15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3·30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6·25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8·40 A. M. Returning, leaves Philadelphia at 4·30 P. M.; arrives in Pottstown at 6·40 P. M.

READING ACCOMMODATION.

Leaves Reading at 7·30 A. M., stopping at all way stations; arrives in Philadelphia at 10·15 A. M.

Returning, leaves Philadelphia at 5·15 P. M.; arrives in Reading at 8·05 P. M.

Trains for Philadelphia leave Harrisburg at 8·10 A. M., and Pottsville at 8·45 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2·05 P. M., and Pottsville at 2·45 P. M., arriving at Philadelphia at 6·45 P. M.

Harrisburg Accommodation leaves Reading at 7·15 A. M., and Harrisburg at 4·10 P. M. Connecting at Reading with Afternoon Accommodation south at 6·30 P. M., arriving in Philadelphia at 9·15 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 12·45 noon, for Pottsville and all way stations; leaves Pottsville at 7·30 A. M. for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 8·15 P. M. Leaves Philadelphia for Reading at 8 A. M.; returning from Reading at 4·25 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7·30 A. M., 12·45 and 4·30 P. M. trains from Philadelphia. Returning from Downingtown at 6·10 A. M., 1·00 and 5·45 P. M.

PERKIOMEN RAILROAD.

Passengers for Skippack take 7·30 A. M. and 4·30 P. M. trains for Philadelphia, returning from Skippack at 8·15 A. M. and 1·00 P. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Skippack.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 1·05 A. M., and 1·50 and 10·19 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 3·50 and 5·50 A. M., and 10·50 P. M., passing Reading at 5·44 and 7·31 A. M., and 12·50 P. M., and arriving at New York at 11 A. M. and 12·30 and 5·00 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail Train for New York leaves Harrisburg at 8·10 A. M. and 2·05 P. M. Mail Train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6·45 and 11·30 A. M., and 6·40 P. M., returning from Tamaqua at 8·35 A. M., and 2·15 and 4·35 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 7·55 A. M. for Pinegrove and Harrisburg, and at 12·15 noon for Pinegrove and Tremont, returning from Harrisburg at 3·30 P. M., and from Tremont at 7·40 A. M. and 5·35 P. M.

TICKETS.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, are sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate stations by Reading and Pottstown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nichols, General Superintendent, Reading.

COMMUTATION TICKETS.

At 25 per cent discount, between any points desired, for families and firms.

MILEAGE TICKETS.

Good for 2000 miles, between all points, at $52·50 each, for families and firms.

SEASON TICKETS.

For three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN

Residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS

From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.

Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets

MAILS

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2·15 P. M.

FREIGHT TRAINS.

Leave Philadelphia daily at 4·35 A. M., 12·45 noon, 3 and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.

BAGGAGE.

Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. Fourth street, or at the Depot, Thirteenth and Callowhill streets.

NORTH PENNSYLVANIA RAILROAD.—For BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, WILKESBARRE, MAHANOY CITY, MOUNT CARMEL, PITTSTON, TUNKHANNOCK, AND SCRANTON.

SUMMER ARRANGEMENTS.

Passenger Trains leave the Depot, corner of BERKS and AMERICAN Streets, daily (Sundays excepted), as follows:—

At 7·45 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunkhannock.

At 9·45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and Essex Railroads.

At 1·45 P. M. (Express) for Bethlehem, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton.

At 5·00 P M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

For Doylestown at 8·45 A. M., 2·45 and 4·15 P. M.

For Fort Washington at 6·45 and 10·45 A. M., and 11·30 P. M.

For Abington at 1·15, 3·15, 5·20, and 8 P. M.

For Lansdale at 6·20 P. M.

Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new Depot.

TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem at 9·00 A. M., 2·10, 4·45, and 8·25 P. M.

From Doylestown at 8·25 A. M., 4·55 and 7·05 P. M.

From Lansdale at 7·30 A. M.

From Fort Washington at 9·20, 10·35 A. M., and 3·10 P. M.

From Abington at 2·35, 4·35, 6·45, and 9·35 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9·30 A. M.
Philadelphia for Doylestown at 2 P. M.
For Abington at 7 P. M.
Doylestown for Philadelphia at 6·30 A. M.
Bethlehem for Philadelphia at 4 P. M.
Abington for Philadelphia at 8 P. M.

Tickets sold and Baggage checked through at Mann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH Street.

ELLIS CLARK, Agent.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABLE.—Commencing MONDAY, May 10, 1869.—Trains will leave Depot corner Broad street and Washington avenue as follows.—

Way Mail Train at 8·30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations.

Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4·00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

Night Express at 11·30 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 12·00 M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11·00 A. M., 2·30, 5·00, and 7·00 P. M. The 5·00 P. M. Train connects with Delaware Railroad for Harrington and intermediate Stations.

Leave Wilmington 6·30 and 8·10 A. M., 1·30, 4·15, and 7·00 P. M. The 8·10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.

From Baltimore to Philadelphia.—Leave Baltimore 7·25 A. M., Way Mail; 9·35 A. M., Express; 2·35 P. M., Express; 7·25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7·25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.

Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad.

Leave Philadelphia for Port Deposit (Sundays excepted) at 7·00 A. M., and 4·35 P. M. Leave Philadelphia for Chadd's Ford at 7·00 P. M.

The 7·00 A. M. Train will stop at all stations between Philadelphia and Lamokin.

A Freight Train, with Passenger Car attached, will leave Philadelphia daily (except Sundays) at 1·30 P. M., running to Oxford.

Leave Port Deposit for Philadelphia (Sundays excepted) at 5·40 A. M., 9·25 A. M., and 2·30 P. M. Leave Chadd's Ford for Philadelphia at 6·15 A. M.

A Sunday Train will leave Philadelphia at 8·00 A. M. for West Grove and intermediate stations. Returning, will leave West Grove at 4·30 P. M.

Trains leaving Wilmington at 6·30 A. M. and 4·15 P. M. will connect at Lamokin Junction with the 7·00 A. M. and 4·30 P. M. trains for Baltimore Central Railroad.

Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

1869.—FOR NEW YORK.—THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANIES' LINES FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES.

FROM WALNUT STREET WHARF.

At 6·30 A. M., via Camden and Amboy Accom. $2·25
At 8 A. M., via Cam. and Jersey City Ex. Mail 3·00
At 2 P. M., via Camden and Amboy Express... 3·00
At 6 P. M., for Amboy and intermediate stations.
At 6·30 and 8 A. M. and 2·00 P. M. for Freehold.
At 8 A. M. and 2 P. M. for Long Branch and points on R. and D. B. R. R.
At 8 and 10 A. M., 2, 3·30, and 4·30 P. M. for Trenton.
At 6·30, 8, and 10 A. M., 1, 2, 3·30, 4·30, 6, 7, and 11·30 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco, and at 12 M. for Burlington, Beverly, and Delanco.
At 6·30 and 10 A. M., 12 M., 1, 3·30, 4·30, 6, 7, and 11·30 P. M. for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton.
The 1 and 11·30 P. M. Lines leave from Market Street Ferry (upper side).

FROM KENSINGTON DEPOT.

At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare, $3.
At 7·30 and 11 A. M., 2·30, 3·30 and 5 P. M. for Trenton and Bristol. And at 10·15 A. M. and 6 P. M. for Bristol.
At 7·30 and 11 A. M., 2·30, and 5 P. M. for Morrisville and Tullytown.
At 7·30 and 10·15 A. M., and 2·30, 5, and 6 P. M. for Schenck's and Eddington.
At 7·30 and 10·15 A. M., 2·30, 4, 5, and 6 P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT, Via Connecting Railway.

At 9·30 A. M., 1·20, 4, 6·15, and 12 P. M. New York Express Lines, via Jersey City. Fare, $3·25.
At 11·30 P. M., Emigrant Line. Fare, $2.
At 9·30 A. M., 1·20, 4, 6·45, and 12 P. M., for Trenton.
At 9·30 A. M., 4, 6·45, and 12 P. M., for Bristol.
At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.
The 9·30 A. M., 6·45 and 12 P. M. Lines will run daily. All others, Sundays excepted.

BELVIDERE DELAWARE RAILROAD LINES,

FROM KENSINGTON DEPOT.

At 7·30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.
At 7·30 A. M. and 3·30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3·30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.
At 11 A. M. and 5 P. M. for Lambertville and intermediate Stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAILROADS.

FROM MARKET STREET FERRY (UPPER SIDE).

At 7 and 10 A. M., 1, 2·15, 3·30, 5, and 6·30 P. M., for Merchantville, Moorestown, Hartford, Masonville, Hainesport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 7 A. M., 1, and 3·30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

11 10 WILLIAM H. GATZMER, Agent.

SHORTEST ROUTE TO THE SEA SHORE.

CAMDEN AND ATLANTIC RAILROAD SUMMER ARRANGEMENT.
THROUGH TO ATLANTIC CITY IN 1¾ HOURS.
TAKES EFFECT JULY 1, 1869.

Through trains leave Vine Street Ferry as follows:—

Special Excursion.......................6·15 A. M.
Mail.......................8·00 A. M.
Freight (with passenger car).......................9·45 A. M.
Express, through in 1½ hours.......................3·15 P. M.
Atlantic Accommodation.......................4·15 P. M.

LEAVE ATLANTIC CITY.

Atlantic Accommodation.......................6·06 A. M.
Express, through in 1¾ hours.......................7·24 A. M.
Freight (with passenger car).......................11·50 A. M.
Mail.......................4·17 P. M.
Special Excursion.......................5·18 P. M.

An extra Express train (*through in 1¾ hours*) will leave Vine Street Ferry every Saturday at 2·00 P. M.; returning, leave Atlantic City on Monday at 9·40 A. M.

Local trains leave Vine street:—

Atco Accommodation.......................10·15 A. M.
Haddonfield do. ....2·00 P. M.
Hammonton do. ....5·45 A. M.

Returning, leave

Atco.......................12·15 noon.
Haddonfield.......................2·45 P. M.
Hammonton.......................5·40 A. M.

SUNDAY MAIL TRAIN

Leaves Vine street.......................8·00 A. M.
Leaves Atlantic.......................4·17 P. M.

Fare to Atlantic City, $2. Round trip tickets, good for the day and train on which they are issued, $3.

Oakman's Local Express, No. 30 S. Fourth street, will call for baggage in any part of the city and suburbs, and check to hotel or cottage at Atlantic City.

Additional ticket offices have been located in the reading rooms of the Merchants' and Continental Hotels, also at No. 30 S. Fifth street.

6 29 D. H. MUNDY, Agent.

EXPRESS TO LONG BRANCH.

THE NEW JERSEY EXPRESS COMPANY, OFFICE, NO. 320 CHESNUT STREET, is prepared to receive and forward goods and money to LONG BRANCH, N. J., DIRECT.

Express closes at 1 o'clock P. M.

6 21 mwf1m H. GORMAN, Agent.

RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD.

SUMMER TIME.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Sleeping-car Tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIZ.:—

Mail Train . . . . . . 8·00 A. M.
Paoli Accommodat'n, 10·30 A. M., 1·10 and 7·00 P. M.
Fast Line . . . . . . 11·50 A. M.
Erie Express . . . . . . 11·50 A. M.
Harrisburg Accommodation . . . 2·30 P. M.
Lancaster Accommodation . . . 4·00 P. M.
Parkesburg Train . . . . . 5·30 P. M.
Cincinnati Express . . . . . 8·00 P. M.
Erie Mail and Pittsburg Express . . 10·30 P. M.
Philadelphia Express, 12 night.

Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 12 o'clock.

Philadelphia Express leaves daily. All other trains daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered, by 5 P. M., at No. 116 Market street.

TRAINS ARRIVE AT DEPOT, VIZ.:—

Cincinnati Express . . . . . 3·10 A. M.
Philadelphia Express . . . . . 6·50 A. M.
Paoli Accommodat'n, 8·20 A. M., 3·40 and 6·20 P. M.
Erie Mail . . . . . . 9·35 A. M.
Fast Line . . . . . . 9·35 A. M.
Parkesburg Train . . . . . 9·10 A. M.
Lancaster Train . . . . . 12·30 P. M.
Erie Express . . . . . . 4·20 P. M.
Day Express . . . . . . 4·20 P. M.
Southern Express . . . . . 6·40 P. M.
Harrisburg Accommodation . . . 9·40 P. M.

For further information, apply to
JOHN F. VANLEER, Jr., Ticket Agent, No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent, No. 116 MARKET Street.
SAMUEL H. WALLACE, Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

EDWARD H. WILLIAMS,
4 29 General Superintendent, Altoona, Pa.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.

TIME TABLE.

On and after MONDAY, May 3, 1869.

FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 9·05, 10, 11, 12 A. M., 1, 2, 3¼, 3¾, 4, 4·35, 5·05, 5¾, 6, 6½, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown at 6, 7, 7½, 8, 8·20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4¾, 5, 5½, 6, 6½, 7, 8, 9, 10, 11 P. M.

The 8·20 down train and 3¾ and 5¼ up trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia at 9·15 A. M., 2, 4·05, 7, and 10½ P. M.

Leave Germantown at 8·15 A. M., 1, 3, 6, and 9¾ P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3½, 5¾, 7, 9, and 11 P. M.

Leave Chesnut Hill at 7·10, 8, 9·40, 11·40 A. M., 1·40, 3·40, 5·40, 6·40, 8·40, and 10·40 P. M.

ON SUNDAYS.

Leave Philadelphia at 9·15 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 7·50 A. M., 12·40, 5·40, and 9·25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia at 6, 7½, 9, and 11·05 A. M., 1½, 3, 4½, 5, 5½, 6¼, 8·05, 10·05, and 11½ P. M.

Leave Norristown at 5·40, 6½, 7, 7½, 9, and 11 A. M., 1½, 3, 4½, 6¼, 8, and 9½ P. M.

The 7½ A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's lane.

The 5 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2½, 4, and 7¼ P. M.

Leave Norristown at 7 A. M., 1, 5½, and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia at 6, 7½, 9, and 11·05 A. M., 1½, 3, 4½, 5, 5½, 6¼, 8·05, 10·05, and 11½ P. M.

Leave Manayunk at 6·10, 7, 7½, 8·10, 9½, and 11½ A. M., 2, 3½, 5, 6¾, 8·30, and 10 P. M.

The 5 P. M. train from Philadelphia will stop only at School lane and Manayunk.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2½, 4, and 7¼ P. M.

Leave Manayunk at 7½ A. M., 1½, 6, and 9½ P. M.

W. S. WILSON, General Superintendent,
Depot, NINTH and GREEN Streets.

FOR CAPE MAY, VIA WEST JERSEY RAILROAD.

COMMENCING THURSDAY, JULY 1, 1869.

Leave Philadelphia, foot of Market street, as follows:—

9·00 A. M., Cape May Express, due 12·25.
3·15 P. M., Cape May Passenger, due 7·15.
4·00 P. M., Fast Express (commencing on Saturday, July 3), due 6·55 P. M.
Sunday Mail Train leaves at 7·15 A. M., due 10·45.
Cape May Freight leaves Camden daily at 9·20 A. M.

RETURNING, TRAINS LEAVE CAPE MAY,

6·30 A. M., Morning Mail, due 10·06 A. M.
9·00 A. M., Fast Express (commencing on Monday, July 5), due 12·07.
5·00 P. M., Passenger, due 8·22 P. M.
Sunday Mail Train leaves Cape May at 5·10 P. M.
Cape May Freight Train leaves daily at 6·40 A. M.

TICKETS.

Annual Tickets, $100; Quarterly Tickets, $50; to be had only of the Treasurer, at Camden. 20 Coupon Tickets, $40; 10 Coupons, $25. Excursion Tickets, $6, for sale at the ticket offices, No. 828 Chesnut street, foot of Market street, also at Camden and Cape May.

For Millville, Vineland, Bridgeton, Salem, and intermediate stations, leave Philadelphia at 8·00 A. M., mail, and 3·15 P. M., passenger.

An accommodation train for Woodbury, Mantua, Barnsboro, and Glassboro leaves Philadelphia daily at 6·00 P. M. Returning, leaves Glassboro at 6·30 A. M.

Commutation books of 100 checks each, at reduced rates, between Philadelphia and all stations.

FREIGHT TRAINS LEAVE CAMDEN

For Cape May, Millville, Vineland, etc., etc., 9·20 A. M.

For Bridgeton, Salem, and way stations, 12·00 noon.

Freight received at first covered wharf below Walnut street.

Freight delivery, No. 228 S. Delaware avenue.

7 1 WM. J. SEWELL, Sup't W. J. R. R.

WEST CHESTER AND PHILADELPHIA RAILROAD.—SUMMER ARRANGEMENT.—On and after MONDAY, April 12, 1869, Trains will leave as follows:—

Leave Philadelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 7·25 A. M., 9·30 A. M., 2·30 P. M., 4·15 P. M., 4·55 P. M., 7·15 and 11·30 P. M.

Leave West Chester from Depot, on East Market street, at 6·25 A. M., 7·25 A. M., 7·40 A. M., 10·10 A. M., 1·55 P. M., 4·50 P. M., and 6·45 P.M.

Leave Philadelphia for B. C. Junction and intermediate points at 12·30 P. M. and 5·45 P. M. Leave B. C. Junction for Philadelphia at 5·30 A. M. and 1·45 P. M.

Trains leaving West Chester at 7·40 A. M. will stop at B. C. Junction, Lenni, Glen Riddle, and Media; leaving Philadelphia at 4·35 P. M. will stop at B. C. Junction and Media only. Passengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 7·25 A. M., and car will be attached to Express Train at B. C. Junction, and going West passengers for stations above Media will take train leaving Philadelphia at 4·55 P. M., and car will be attached to Local train at Media.

The Depot in Philadelphia is reached directly by the Chesnut and Walnut street cars. Those of the Market street line run within one square. The cars of both lines connect with each train upon its arrival.

ON SUNDAYS.

Leave Philadelphia for West Chester at 8·00 A. M. and 2·30 P. M.

Leave Philadelphia for B. C. Junction at 7·15 P. M.

Leave West Chester for Philadelphia at 7·45 A. M. and 4·45 P. M.

Leave B. C. Junction for Philadelphia at 6·00 A. M.

WILLIAM C. WHEELER,
4 10§ General Superintendent.

THE ADAMS EXPRESS COMPANY, OFFICE No. 320 CHESNUT Street, forwards Parcels, Packages, Merchandise, Bank Notes, and Specie, either by its own lines or in connection with other Express Companies, to all the principal towns and cities in the United States.

JOHN BINGHAM,
2 2§ Superintendent.